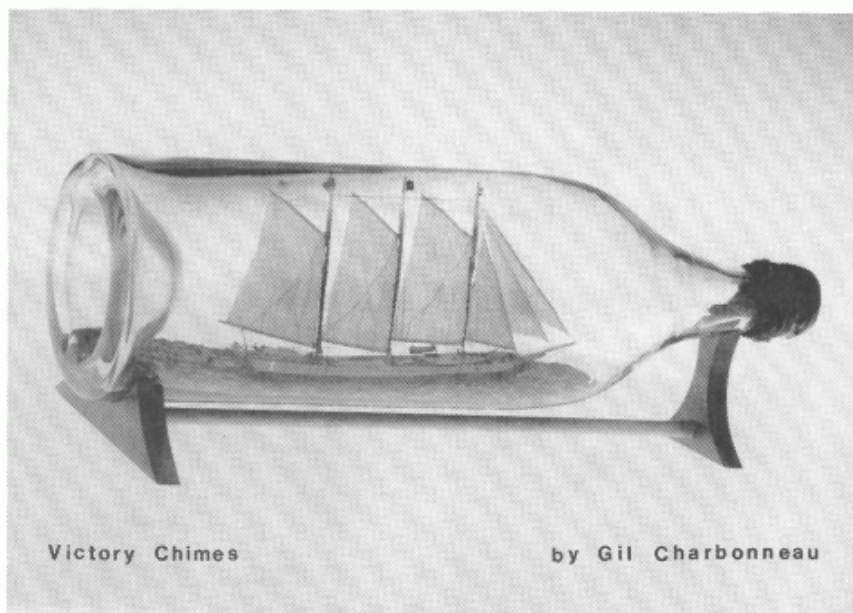


THE BOTTLE SHIPWRIGHT

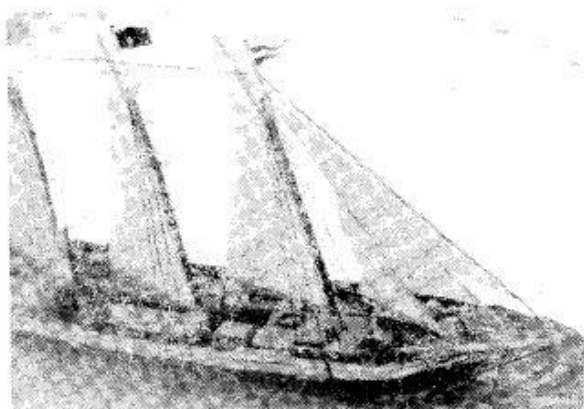
The Journal of the Ships-In-Bottles Association of America



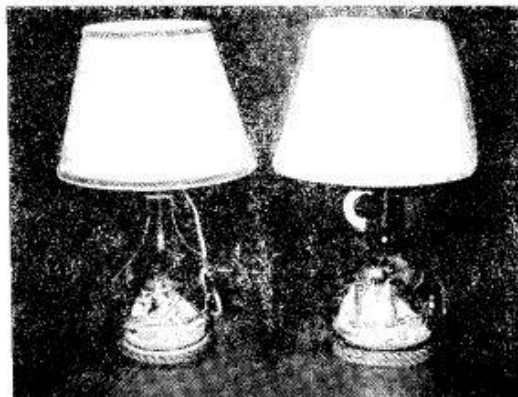
Victory Chimes

by Gil Charbonneau

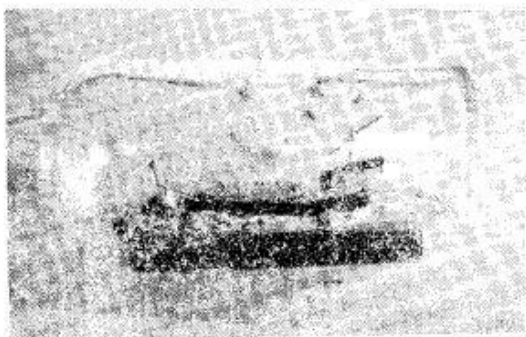
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VICTORY CHIMES, by Gil Charbonneau
West Southport, Maine
Deck detail of cover model



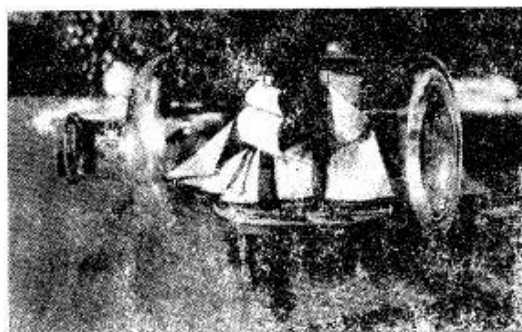
Two ship-in-bottle lamps
by Roland E. Ricard,
Nashua, NH



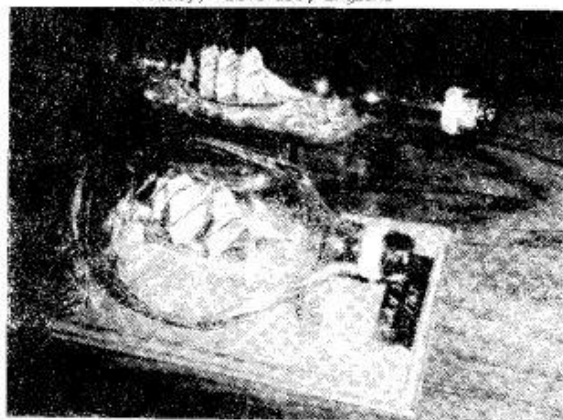
Model by Björn Thunberg
Stockholm, Sweden



FLOWER OF THE EAST, off the West
Coast of England, by John Burden
Pewsey, Wiltshire, England



SCHWEDEN, Topsail Schooner
by Victor Koblér, Switzerland
Collection of Hans Fahnlehn



Two models by Glen Braun
New York, NY

COVER PHOTO: VICTORY CHIMES (Ex: Edwin & Maud), Chesapeake Bay Rowing Schooner, originally launched at Bethel, Delaware, 1900. Length 132', Beam 24', Draft (board up) 7'6". Scale of model 18' = 1". Built by Gilbert Charbonneau, West Southport, Maine, 1983

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman: Robin Harris, 2833 High Street, Oakland, CA. 94619, USA. Annual dues are \$10.00 for North American members and \$12.00 overseas.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee DeZan, Distribution;
Robin Harris, Membership

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IF THIS BOX IS MARKED YOUR DUES ARE DUE



SEND TO S.I.B.A.A., P.O. BOX 550, CORONADO, CA 92118



FROM THE PRESIDENT

This year got off to a chilly start here, in Pittsburgh, but my heart was warm - a condition brought about by the wonderful flow of holiday greetings that I received from all over the world. My Christmas mail came from throughout the U.S. and Canada as well as from Japan, England, Denmark, New Zealand, India and, yes, Morocco. My thanks to you all for helping to make my holiday season one of the best ever.

THE JAPANESE EXPOSITION - JUZO OKADA, President of the Japanese Ships-In-Bottles Association wrote to me and offered his thanks to all of you who helped make the Japanese show a success. In addition to Osaka, the models were shown in a number of cities throughout Japan where the exhibition was received with great enthusiasm. After the final showing in Yokohama (February 10 - 21), the exhibition returned to Osaka for packing and return to owners. The models were shipped by surface mail, so they will experience a month or two delay in transit before arriving at their destinations. Please be patient.

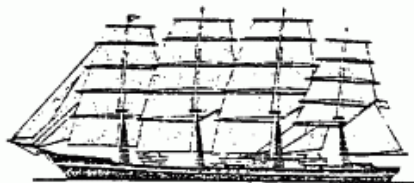
WRITE A LETTER - As you know, our Association is so spread out that we are unable to get together for face to face meetings, so I encourage you to correspond with the other members. Go down the membership list as it is printed in this magazine, pick out the name or names of members and drop a line of greeting. I know from experience that the rewards can be great.

CAN ANYONE HELP? - It has been suggested that we have our insignia made into a patch that can be worn by members when they take part in some function where it would be appropriate. The patch would be blue with the design in white stitching. What we need, more than anything, is a supplier that can produce such a patch for a reasonable price. We also need some member to coordinate and handle the project. If you can help please drop me a note at 403 Ashurst Avenue, Coraopolis, PA 15108, and we'll see how she goes.

INTERESTED IN COLLECTING SHIPS-IN-BOTTLES? - If you are a builder, but like to collect bottled models as well, how would you respond to this idea. Submit your name to me and I will be put in a hat with other names. These will then be drawn out, two at a time, and the matched pairs will exchange models. What do you think? Bet you'll get some interesting work that way. The arrival of your names at the foregoing address will tell me what I need to know. Be daring - have fun!

Last but by no means least, welcome to our new members. Let us hear from you, we are interested in your work and we'd like to get to know you.

Jack
JACK HINKLEY, "Kai Cho"
[That means "President" in Japanese]





A TRIBUTE TO OUR FRIEND HAROLD C. GILE

It is with deep sadness that I report the passing of one of our earliest members, Harold C. Gile, who left us on February 26th after a long bout with cancer.

Those of you who have been members for a while will remember the many innovative and detailed articles on ship bottling which Harold submitted to COMPASS CARD, the Journal of the European Association, to which we once belonged. And when we made the decision to form our own North American group, which Harold was the first to recommend, it was his suggestion that we name our new journal, THE BOTTLE SHIPWRIGHT.

Harold Gile was my friend, he was Jack Hinkley's friend, and he was a friend to the many builders who benefited from his interesting and perceptive articles. We will all miss him.

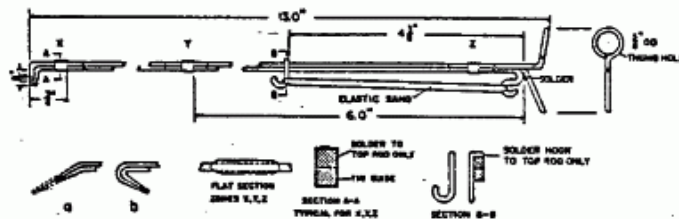
DON HUBBARD

A GRABBER-GRIPPER

by

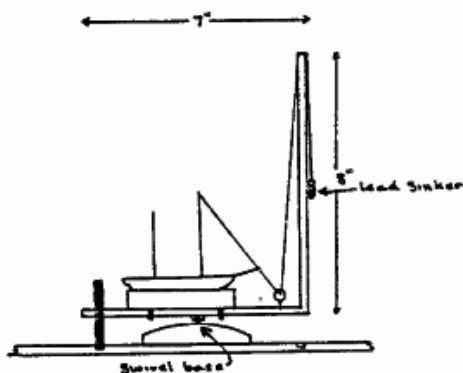
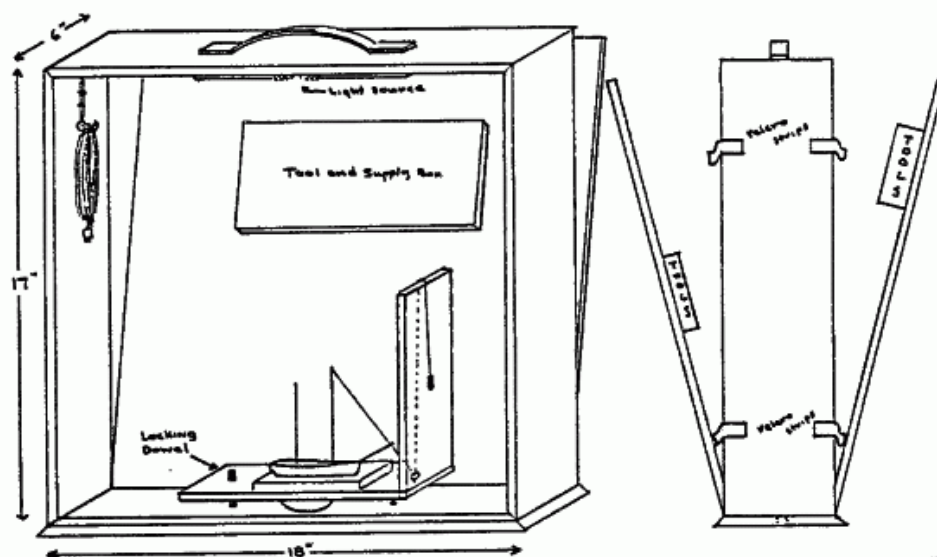
Harold C. Gile

This article presents a design for a grabber-gripper for handling objects inside a bottle. It is a simple design made from wire, strips from a tin can, ordinary solder and an elastic band or tension spring.



The wire is steel wire of about 3/32" diameter. Coat hanger wire is suitable, but it is harder to shape unless it is formed hot. Either hot or cold forming may be used. The flattened area for zones X, Y, Z, detailed under "Flat Section" must be filed to the broken lines. Each mating pair of flats must also be surface filed so the thickness of each flat is the same. This will prevent a turning motion when the rod is assembled. As shown in views "a" and "b" alternate shapes may be used for the jaws, the latter being to work behind another object. The jaws may be given additional holding power by wrapping with masking tape, or, better still, epoxy bonding a piece of fine emery cloth to each mating surface.

ROLSTON'S RIGGING RACK



Recently I was faced with the problem of transporting my partially finished work from place to place while teaching a course in our art. How to get all the tools and the model moved easily and without damage? I solved the problem by building this convenient and inexpensive case/frame. It not only worked nicely for class use, but reduced my storage space requirements between building sessions as well. The beauty of it is that you can make it in just a few hours and the cost of materials is minimal. Perhaps the most important feature is the model stand which is attached to a pivot (in my case a cut down Lazy Suzan swivel, but small ball bearing pivots can be purchased at any hardware store for about \$1.50)

The frame is made of 6" X 1/2" lumber. Sides and back are of 1/8" plywood for light weight. The ship itself is mounted on a small removable piece of wood with a drop of white glue from which it can be sliced off when done. The removable piece is attached to the swivel base by means of dowels. The swivel base, meanwhile, is also secured by a dowel so that it faces either right or left. Finally, the lines are kept under tension by small fishing sinkers.

My light source consists of double 40 Watt aquarium bulbs with reflector. The cord hangs on the hook inside case when not in use.

Tool and parts storage is provided in two compartments attached to the alternate sides. The storage cases should be mounted so that they are high enough to avoid interfering with the model, but low enough to miss the light.

The two sides are attached to the frame by Velcro strips while transporting, and a handle is provided for carrying.

THIS CASE WORKS! My wife is happy because it stores easily, I am happy because I can transport my model and tools in safety and still be ready to work in minutes, and even the forks in our local miniature furniture club are happy. They are all building them to use in their own craft.

John R.

A WAY TO ATTACH A LABEL INSIDE THE BOTTLE

by
Russell R. Rowley

One way I've found to put a permanent label on the inside of a bottle is to use spar varnish. A varnished label will not discolor or move when the putty is put in place. I think that some old ships-in-bottles were literally put together with varnish, and then finally fastened to the inside of the bottle with this same material. Sometimes even the shrouds appeared to have been varnished as well.

Labels can be made on ordinary notebook paper and I suggest you do your writing with a technical pen and waterproof India ink in its various colors. Technical pens cost about \$12.00 U.S. at most art stores, but you can do very fine line work with them (reef points, boltropes, clewlines, etc.) so they are worth the money. These pens are very much like the old fountain pens in that they have an ink reservoir in them, but because they are capable of producing very fine lines you can put far more information on your small piece of paper.

With the label prepared, dip the end of a piece of coat hanger wire into the varnish to a depth of about 1/4 inch. Just a drop! Then touch this to the spot in the bottle where you want the label to be. Now wipe the wire almost dry but leave it sticky enough to pick the label up and glide it over the varnish drop where it is set in place. Use the wire to tamp the label down making sure it is well set. Finally, transport several more drops of varnish to the top of the label, one at a time in the same way, until the paper is saturated. It is most important to keep the bottle level during all this and to have the label at the very bottom. Wet varnish will run and just a little will run a long way.

The paper label will appear to be translucent when the varnish is applied, and after a few days when it is dry you can put in your putty "ocean" without worrying about the label moving or the putty getting between it and the glass. Round bottles are a bit harder to do than flat ones, but if you roll the paper slightly before inserting it you will help to insure a more rapid attachment to the curved surface.

RUSSELL R. ROWLEY

"How To Make Miniature Bottle Ships"

APPENDIX TO "BOTTLE SHIPS MY WAY"

by
Poul Hass

Of course, you must have a small bottle. The best thing is to get hold of the small medical bottles used for injections. They are usually very clear and transparent.



This is the actual size.
If you like use a smaller one.

When you have obtained a becoming bottle you put in blue modelling wax or plasticine to simulate the sea-then you put in a bit of green wax to make up the coast and landscape. (a little bit of yellow color in the landscape gives it "life", and a bit of white in the sea creates waves.)

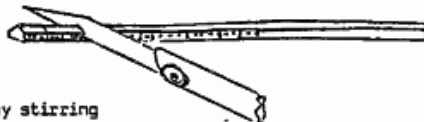


green
blue

The lighthouse is made of a toothpick. First paint it white then red for the roof. Indicate windows and doors with black.



Houses are easily made. A square stick of wood (2-2.5mm) is worked down as shown. White for the walls, red for the roof, little dots of black for windows and doors.



Then you make trees and shrubbery-they are made by stirring some sawdust in green plastic paint. Then spread it out on newspaper and let dry. Stir it now and then to prevent it from forming big lumps. When dry you have the finest trees and shrubbery. With a little bit of imagination you hold a lump up with a pair of tweezers and you can see that it IS a tree.



And now for the ship.

Try an easy model the first time - for instance, a brigantine. It has only two masts, but two kinds of sails that reappear in all models.



1st stage. Start with the hull as shown in Bottle Shipwright 4-83 (Pg.8) but with less detail. Cut little squares of cardboard to indicate hatches, etc. Paint the deck brown, the hull white and red.

The bowsprit is just little sticks cemented together and glued into a hole pricked in the hull. Paint it ochre.

Next you begin the foremast sails as per BS 4-83 (Pg.9). A good material for the sails is cigarette paper. Once you have drawn and cut out the sail make your mast. The mast is simply a bristle from a brush. Any material will do so long as it is flexible. That is a must. Then glue the bristle mast to the sail.



When dry the mast is ready to be glued into the hull like this. A hole is pricked into the hull where the mast is to be placed. The mast end is dipped in glue and stuck into the hole in the hull.

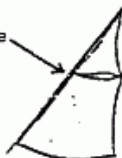


Now for the mizzen mast. First the sail is cut out and curved like this.



And now you put glue on the mast (bristle) and stick it to the sail.

Glue



After this the mast is glued into a hole in the hull.



And now for the staysails—they are done as on pg.11, BS 4-83, and you stick them on to their respective places. I must say that in some cases you do not use stays on the sails, as the paper sail is often stiff enough to stand upright by itself.



Only glue at the foot of the stays where marked with a dot. As it is now, you are able to bend the mast without disturbing the staysails.

Now we come to the last stage - putting the ship into the bottle. You now have the prepared bottle and the finished ship. But there are a few more things that you can do to make the bottle ship nicer. Remember, whatever you want to do to the ship must be done now, before it goes into the bottle. You can, for example, glue on a pennant or paint other stripes on the top of the sails to indicate the yardarms. And now for the ship into the bottle!

When using my technique with a full size bottle ship only the hull and foresails go in at this time, but with the miniature you put it all in in one quick movement.



With a small pair of tweezers you take a firm grip on the rear end of the hull, and with a brisk push you shove the ship through the neck of the bottle. And there it is - in the bottle. You will now understand why the staysails are not glued to the masts. When you have the ship in you push it to one side, put a drop of glue on the sea and set the ship in it. When dry, straighten up the masts, and with a bit of wire glue the staysails onto their respective places. It can be a tricky thing, but do it nevertheless.

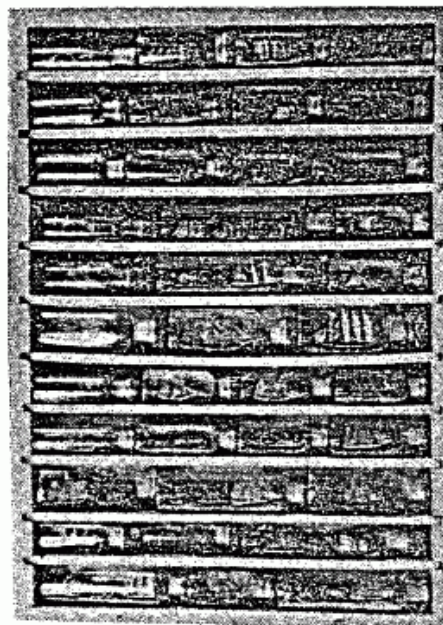
All right then! You have done it!!

And now for the next 50 models to become a Master of the Art.



You will be surprised how easy it is and what fine results you get with very little equipment and material. Good luck!

POUL HASS



A CASE FULL OF MINIATURE
MODELS BY POUL HASS.

THE CASE MEASURES 20CM X 28CM!!!

THE SHIP-IN-BOTTLE LIMERICK PAGE

THAT SHEFFIELD BUILDER NAMED JACK
OFTEN VISITS THE QUEEN IN HIS HACK.
THE INTERNATIONAL BOATSHOW GOES SHUDDER,
EARL'S COURT SAILORS ALL MUTTER,
EACH JANUARY WHEN JACK SHARES HIS KNACK.
(ROBIN HARRIS)

THERE ONCE WAS A MAN NAMED KAI CHO
WHO BUILT SHIPS IN A MANNER QUITE SLOW.
HE ONCE WORKED AWAY
FOR TWO YEARS AND A DAY,
AND STILL HAD MASTS AND RIGGING TO GO.
(JACK HINKLEY)

YESTERDAY UPON A STAIR,
I MET A MAN WHO WAS NOT THERE,
I MET HIM AGAIN TODAY,
I WISH THAT MAN WOULD GO AWAY.
(PER CHRISTENSEN)

A BUILDER FROM DENMARK NAMED PER
ONCE CAUSED CONSIDERABLE STIR
WHEN INSIDE OF A BOTTLE
HE ONCE BUILT A MODEL
MADE OUT OF MATCH STICKS AND FUR.
(JACK HINKLEY)

A NEW BOTTLE MODELLER NAMED CLYDE
SAID, "WOOD HULLS AND HINGED MASTS HAVE BEEN TRIED"
SO HE BUILT UP INSTEAD
A WAX MODEL AND SAID,
"I'LL JUST HEAT IT AND POUR IT INSIDE!"
(DON HUBBARD)

A SHIP BOTTLE BUILDER NAMED NAIR
RIGGED HIS SHIPS WITH REAL HUMAN HAIR.
HE HAD MANY MODELS
ALL SEALED UP IN BODELS,
BUT THE TOP OF HIS HEAD WAS QUITE BARE.
(JACK HINKLEY)

AS YOU CAN SEE FROM THE ABOVE WE ARE NOT NECESSARILY SEARCHING FOR STUFF AKIN TO
ROBERT FROST OR EDNA ST. VINCENT MILLAY. ANYTHING GOES! THINK THEM UP AND SEND THEM
IN. WE'LL PRINT 'EM.



HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

JOHN ROLSTON (AVON LAKE, OH) If you need a mini-set of chisels for fine work, buy a set of mini-screwdrivers (about \$1.50 at Woolworths or K-Mart) and HANO RUB them to a fine edge on a stone.

A few years ago I received an order for 12 ships-in-light bulbs and had to have a method for removing the brass end. After several false starts I found a sure fire method. Use a Dremel type moto-tool with a carborundum disk and cut through the brass 1/16 to 1/32nd from glass. Work your way around until all brass is off and then break another bulb, clean out the broken glass in the end and glue it on the first with household [DUCC] cement. Incidentally, if the glue and sea are not completely dry in the bulb before you glue on the end you will discover the meaning of the word, "implosion".

JACK HINKLEY (Coraopolis, PA) Outside of the normal coat hanger wires, sticks and maybe a home-made grabber, here are some of the great tools I have picked up along the way: Dentist Drills - They will fit a Dremel Moto-tool and a pin vise. Medical suture cutting scissors - mine has a half-moon lower blade for close snipping threads. For rigging I use very thin, springy beading needles. These are considerably thinner than regular needles and can be found in craft shops and specialty sewing shops. If you are looking for good starters for masts and spars, pick up a box of doctor's throat swabs without cotton on the end. There are enough swabs in one box to build a full size replica of the Kon Tiki and still have some left over for a fire for a cookout. For larger size masts try your meat market for "City Chicken" sticks - This is a sharply pointed dowel on which meat is skewered. Lastly, also for spars, don't overlook the thin bamboo skewers available in most department stores.

DOON HUBBARD - Here a few other items that might come in handy some day. The "Third Hand" is a little grabber that will hold a small item so that you can get at it with both your other paws. The angle can be adjusted from side to side or up and down. Especially handy for small soldering jobs. Mine is made by MAXON TOOLS, but I believe there are other makes. Gold and silver metallic thread is available at many department and sewing stores. Works fine to simulate metal rigging and for scroll work on the hull. Beading wire is handy stuff also. Very thin. This, too, comes in silver and gold. Makes great small mast hoops when wound tightly around a dowel (multiple turns) and then cut with a Dremel carborundum disk. Late last year I finally bought a 4 inch Dremel table saw. Most helpful for cutting small pieces of wood, though the fabric drive belt leaves a bit to be desired.

While I am on the subject I just received a an interesting catalog that you might want to send for. It is called MICRO-MARK; PRECISION MINIATURE TOOLS, and can be obtained from The Micro-Mark Company, 24 East Main St., P.O. Box 5112, Clinton, NJ 08809. They have a toll free telephone and members in the U.S. and Canada can probably just call and ask for the catalog instead of writing. 1-800-225-1066

RUSSELL ROWLEY (Seattle, WA) "I like the look of old ships in bottles and try to figure out how they were made. Several old ones I have seen had beads in the rigging to simulate blocks. I've found that this works very well. Care must be taken to choose beads of good quality. These will be uniform in size and shape and their surface will be smooth and glossy; not porous. I use solid colored white beads for the braces, for running lights opaque red

and green ones, and for the masthead and stern lights a clear glass bead. Some of these are not easily found because the very small ones are not used much so you have to keep searching if you want to keep the scale correct."

Russell also added a small quotation at the end of his letter which bears repeating. From Pete Cullers book, SKIFFS & SCHOONERS: "One thing about knowledge, you can't take it with you, so if you have something on the ball, pass it on so another can create . . ." Member input is what makes our magazine what it is. Please take the cue from Pete Cullers and share your knowledge with the rest of us.

MAURICE PIZER (Sun City, AZ) When rigging through tiny holes in masts and yards it is not practical to use needle and thread as there is too much bulk, especially when reeving three or four lines through the same hole. I snip the end of the thread at an angle, dip it for an inch or so in cyanoacrylate glue (Super glue, Hot stuff, Etc.) and, in a few minutes I have a thread with its own needle-like tip that will go through the smallest hole.

RANDY MARTINDALE (Beaver, Utah) "I have been using Sculptamold from National Cellulose Corp., Houston TX - This is a compound put out for model dioramas and train layouts. It is mixed with water and doesn't appear to shrink or crack. I color it with blue poster paint [a little Elmers glue helps a lot to hold everything in the bottle]. The stuff dries hard and can be sculpted, carved, sanded, painted, etc. Being water soluble any high water marks in the bottle clean up fairly easily. BAD POINTS: By the time it is fluid enough to mix with paint and glue, it doesn't hold shape well, so it can be hard to hold waves in, hard to hold depression for the hull, etc. It will set up by itself even with a layer of water over it, so you can't mix ahead. I've found

I have maybe 1 1/2 hours time before it sets up in the mixing dish. When it finally dries hard it tends to break away from the glass bottle, hence the white glue. Another problem I once had was mold formation. LET THE STUFF DRY WELL BEFORE PUTTING THE SHIP IN AND CORKING. I dry the bottle in the sun for several days now. It is surprising how much moisture is in the material. Incidentally, I stopped the mold by adding a few drops of formaldehyde to the mixture."

LEE DEZAN (San Diego, CA) In response to Robin Harris's article on the use of a resin sea in the bottle, I would like to add a note of caution. You absolutely cannot have any plastic in the bottle. The fumes from the resin hardening process will melt most plastics and leave a real mess. I know, it has happened to me. If you do decide to use some plastic in the bottle it is best to wait at least three days, and longer if possible, for the fumes to clear. Even a slight residue of the fumes will soften most plastics.

Another hint. I have been using nylon fly tying thread on my models for several years and have had no problem with it until recently. I used an incandescent lamp over the bottle to hasten drying time which caused a great deal of condensation in the bottle (a little bit of basic physics that had slipped my mind). Not only was I hampered by the extra water, but the high humidity made my nylon stays stretch which gave me no end of problems . . . all because of my impatience.

If you have a pet you may have a source of supply for very small jugs. Ask your vet for empty inoculation bottles.



THE JAPANESE COMMEMORATIVE CATALOG

Members who sent models to the Japanese Ships-In-Bottles Exposition have been receiving their free copies of the Commemorative Catalog, and the enthusiastic response that we have been hearing testifies to the beauty and significance of this work. All 400 exhibition models were photographed and are included, about a third of them in color. Because numerous queries have already been received, JUZO OKADA, President of the Japanese Ships-In-Bottles Association wants to inform our membership that copies can now be obtained directly from Japan by writing to:

Mr. M. Hisano
Family Kikaku Co. Ltd.
508 Ohe Bldg., 8-1, 2, Nishitenma,
Kita-ku, Osaka, 530, Japan

The price is \$13.00 per copy (which includes surface mail postage). Please send cash (US) or an international money order.

WELCOME TO THE NEW MEMBERS

COL Jack Baggette, USMC, 3804 Ruben Simpson Ct., Fairfax, VA 22033
Robert F. Gow, P.O. Box 1515, Alameda, CA 94501
Bruce M. Lane, 10 Hayden Lane, Bedford, MA 01730
Donald G. Albert, P.O. Box 12363, La Jolla, CA 92037
John E. Blasko, 859 Fordham Ave., Chula Vista, CA 92010
Johnny D. Bradshaw STGC, Code N-215, FLEASWTRACENPAC, San Diego, CA 92147
Glen Braun, 15 Magaw Place, Apt. 1-C, New York, NY 10033
Allen E. Cerney, 8148 Genessee, #92, San Diego, CA 92122
Joseph F. Dillon, 2710 30th Ave., Long Island City, NY 11102
Wiley G. Edwards, 1809 W. Sixth St. Las Animas, CO 81054
Louis Karnakis, 77 Cottage Park Road, Winthrop, MA 02152
Arthur Miller, 77 Point St., Berkley, MA 02780
Carl A. Owen, 35819 Candlewood Dr., Sterling Heights, MI 48077
Fred Wozniac, 77 Piper Road, West Springfield, MA 01089
William O. Wright, OPS/OP Div, USS Kittyhawk, CV-63, FPO San Francisco, CA 96634

BATEAUX EN BOUTEILLES RETURNS

It is a pleasure to welcome back L'Association Bateaux en Bouteilles based in Marseille, France. This group, which was founded by Max Truchi in 1978, was the forerunner of our own North American Association, and sadly became inactive as the recession made inroads into the economy of Europe. They are now reformed with Louis Garcia as President, Max Truchi as Treasurer, Christian Mahu as Secretary and F. Pelletier as editor of the newsletter. We wish them all best luck and congratulate them on the fine first edition of their new magazine.

FROM THE MEMBERS

JACK NEEDHAM (Sheffield, England) "The number of fallacies that still persist about this hobby despite all the books which have been published in the past two decades are unbelievable. I heard one woman at the last London show I did, say to a small boy, 'It's the glass that magnifies them you know', and they were looking at my 5/32" high model in a 13 amp glass fuse. I wonder how big she thought the 'unmagnified' model really was"

FRED BIRKHOFFER (Daly City, California) is a member of the "South Bay Model Shipwrights Guild" an active group near San Francisco. Fred has participated in two of their recent shows. The group prides themselves on the accuracy of the shown work and Fred's superbly detailed models certainly match the qualifications. Last year Fred presented the San Diego Maritime Museum with a bottled model of the Star of India which is now on display on that ship.

COL JACK BAGGETTE, USMC (Fairfax, VA), one of our new members, reports that he was introduced to ship bottling in 1970 when stationed in Chile as an Advisor. Senor Carlos Hollander S., of Coronel, Chile, a retired tall ship sailor, who made his living at the art, taught Jack the finer points and launched him on his way. For those of you who have been members long enough, you may remember Norman J. Brouwer's notes in Compass Card 3-81 regarding the 76 ship-in-bottles in the collection of Chilean Nobel Prize-winning poet, Pablo Neruda. Most or all of these models were made by Hollander. Jack was fortunate to have such a fine teacher.

WILEY G. EDWARDS (Las Animas, CO) "Most of our readers no doubt build from scratch. However, if they want to get a youngster or nephew started I have found two sources for ship-in-bottle kits: Maritime Museum, 503 E. River St., Savannah, Georgia, 31901 (They sell the Yacht AMERICA for \$9.50, which includes handling, etc.). Also PRESTON'S, Main Street Wharf, Greenport, Long Island, NY 11944. They list the Clipper Ship FLYING CLOUD for \$14.95 (which does not include shipping)"

KLAUS REUTER (Munich, Germany) sent along his New Years greetings to all the membership, and included a beautiful hand made, illustrated pamphlet detailing his building of the HMS Bounty. This fine model was the cover photo on BOTTLE SHIPWRIGHT 4-83, and was sent to the Japanese Exposition.

Has anyone else gotten a youngster involved in building a bottled model? RANDY MARTINDALE (Beaver, Utah) writes, "My five year old daughter just finished her own ship-in-a-bottle. She did almost everything herself except shape the hull, and would have tried this if I had let her use my Dremel saw. The work and color scheme look like they were done by a five year old, but she is as proud as she can be about it. When her ship 'opened up' in the bottle she screamed with happiness, 'It worked! It worked!' She already wants to make another one. I think she is hooked like her old man"

JOHN ROLSTON (Avon Lake, Ohio) completed teaching a six week mini-course in ship bottling to eighth graders just before Christmas. Each of his students ended up with a lovely bark launched in Amoretto di Sarrono bottles to give to their Dads for Christmas. (See related article and "hints" by John elsewhere in this edition)

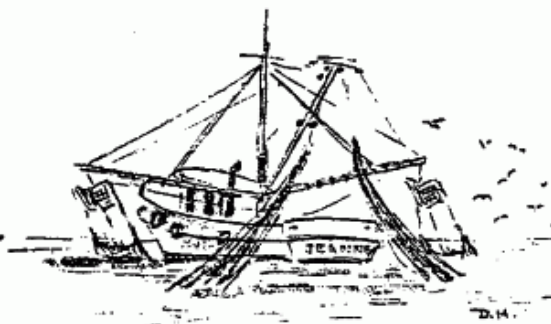
MUSEUM NOTES

GEORGIA: Jack Hinkley recently received a letter from Mr. David T. Guernsey, Jr., Executive Director of the SHIPS OF THE SEA MARITIME MUSEUM, 503 East River Drive, Savannah, Georgia. Mr. Guernsey reports that this museum has a collection of over 75 bottled ships, 54 of which were built by retired British Royal Navy Commander, Peter Barlow, who resides in Norfolk, England. Commander Barlow was commissioned by Mr. Miles B. Lane, Chairman of the Museum to build this collection which includes everything from the early Viking ships up to and including Thor Heyerdal's Kon Tiki. If you are in the vicinity of this museum please make it a point to see this excellent collection.

MARYLAND: UPDATE, the Magazine of the Shell Motorists Club, recently had a fine article on the CHESAPEAKE BAY MARITIME MUSEUM located in St. Michaels, MD. on the Eastern shore of Chesapeake Bay. I first heard about this museum when their Director, Jim Holt, wrote to ask if it was possible to have the 1982 Ship-In-Bottle Exposition transferred to St. Michaels as a travelling exhibit following its conclusion at the San Diego Maritime Museum. Unfortunately, this was not possible for many reasons, but it was intriguing that out of all the nautically oriented museums in this country, only one was interested enough to contact me. When Mr. Holt took the reins of the museum in 1971 there were only a few buildings, an assortment of small craft and artifacts - decoys and such - and a beautiful cottage-type lighthouse that had been barged 80 miles to the museum site from Hooper's Island. The museum now consists of 18 buildings on 18 acres of prime waterfront property and has 27 employees. The museum has placed its focus on regional Chesapeake Bay interests, but don't let that fool you into thinking it is a very narrow collection. Chesapeake Bay has been a center of trade and commerce for hundreds of years and before that it was a preserve of the American Indian. The museum has tried to capture some sense of this history in its exhibits.

NEW YORK: While New England is usually associated with the whaling trade, there were other ports also involved. One of these was the picturesque town of Cold Spring Harbor, NY, on the north shore of Long Island. This small harbor once sheltered its own small fleet of whaling vessels, and the COLD SPRING HARBOR WHALING MUSEUM has tried to keep this tradition alive. The museum is not large, but its lack of size is more than compensated for by the fascinating displays of whaling artifacts (including a fully equipped whaleboat) and scrimshaw. I was last able to visit there about five years ago, and at that time they also had a small collection of bottled ships to compliment the many other displays. If you are passing through Long Island this museum and the beautiful town are well worth the visit.

DON HUBBARD



FROM THE EDITOR

POUL HASS: This edition of our magazine contains the final installment of Poul's pamphlet, BUILDING THE BOTTLE SHIP MY UNTRADITIONAL WAY. It has been an enjoyable and educational series and I am certain that I speak for the entire membership when I thank Poul for his generous contribution.

MEMBERSHIP CARDS: Would you believe it? The Ships-In-Bottles Association of America now has its own good looking membership cards. Yours should be enclosed with this issue, and if it isn't just yell. Once again we must thank our talented and energetic graphics editor, Per Christensen, for taking the time out of his long workday to put this design together.

NEW MEMBERSHIP CHAIRLADY: My gratitude goes out to Robin Harris who has courageously taking on the job of membership coordination from me. With our group continuously growing and with annual renewals always arriving, it was becoming a chore beyond my ability. Anyhow, you can all relax now. You are in good and organized hands. If there are any false calls for dues renewals lay them on me. I gave Robin the starter list.

ON PUBLICITY: If you take a look at the list of new members you will notice that those from Massachusetts predominate. This is because the Boston Globe gave our Association passing mention in answer to a query from one of their readers. What we are seeing is paydirt accruing from our listing in the AMERICAN ENCYCLOPEDIA OF ASSOCIATIONS, which is available in most large libraries. This publication is a handy reference work for writers, especially when they are working on a subject with which they are not altogether familiar. Some time ago I contacted the publisher suggesting that we be listed, and this was done. The article in the Boston Globe was only one of several contacts that have resulted. There have been any number of private queries, and the Philadelphia Inquirer telephoned just before Christmas to find out where a Ship-In-Bottle could be obtained as a gift. It does pay to advertise, and I would ask any of you who might make the headlines through your expertise as a ship bottler to put in a plug for us. Membership is the lifeblood of any organization, and publicity helps it build.

DON HUBBARD

A FAMOUS BOTTLE BUILDER NAMED HUBBARD
KEPT ALL OF HIS SHIPS IN A CUBBARD
AFTER A BIG EARTHQUAKE CAME
THEY WERE NEVER THE SAME
EACH TIME HUBBARD LOOKED IN THE CUBBARD



HE BLOBBERED!

© 1983 P. H. H. H.

Timothy 83

THE CARTOON PAGE



C. 1968

Cartoons sent by Per Christensen, Egaa, Denmark



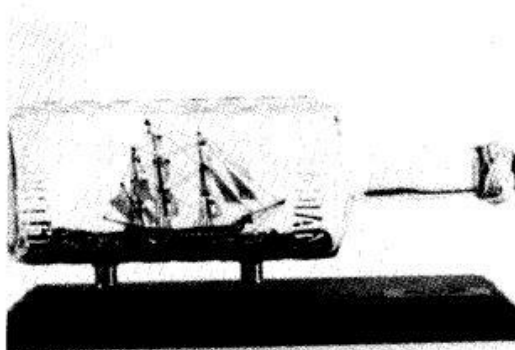
Cartoon sent by Major Chris Nair, Jabalpur, India
(executed by a friend)

PHOTOS OF THE 1983 SAN FRANCISCO SHOW

Thanks to the efforts of Robin Harris, ably assisted by Red Alexander, the November San Francisco show turned out to be a great success. While we don't have room to include photos of the entire exhibit the following examples present a representative sample of the works on display. Once again, our thanks to Robin and Red, and to Robin's dad, Clarke, who took the pictures.



Robin at the exhibit



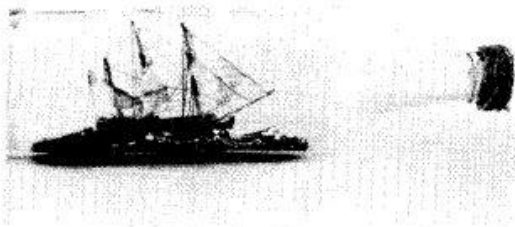
R. M. Emory, "CONSTITUTION"



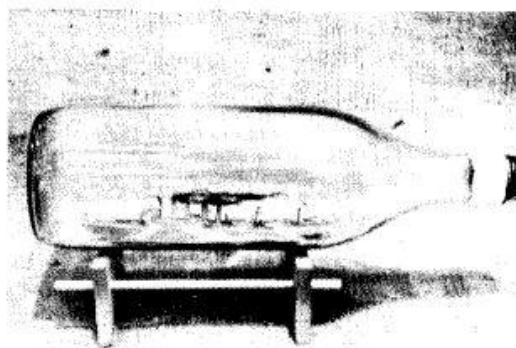
Philip Deacon, "OAKLAND #235"



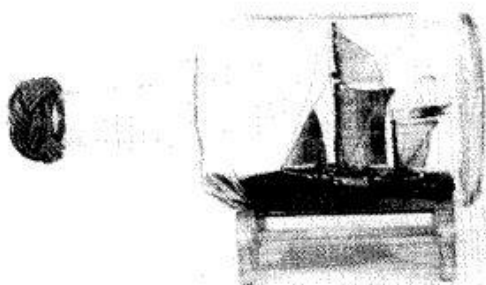
Clarke Harris, BALTIMORE CLIPPER



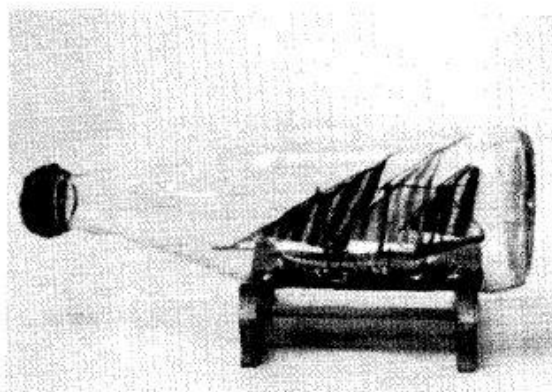
Heiner Sultze, SHIP OF THE LINE



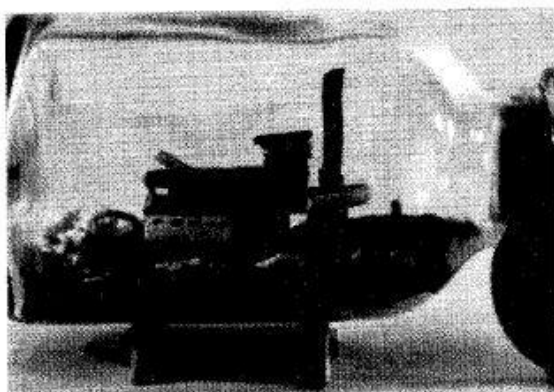
Red Alexander, FOUR STACKER



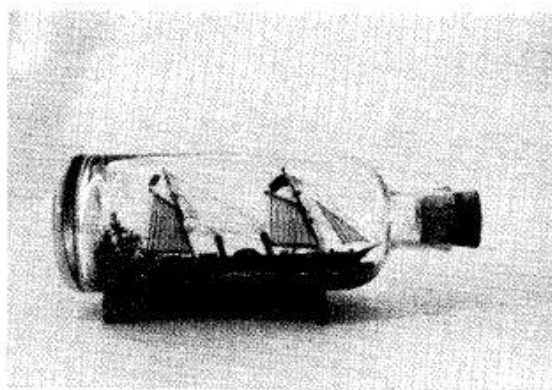
Robin Harris, THAMES BARGE



Robin Harris, MEDITERRANEAN XEBEC



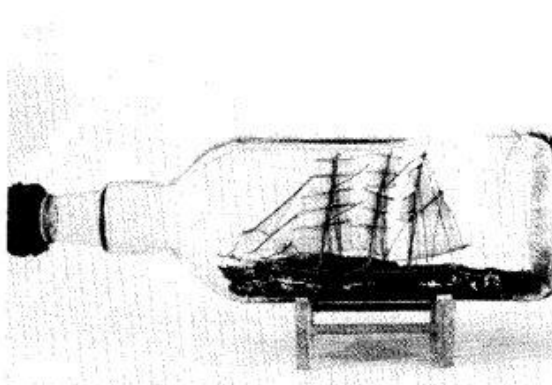
Jack Hinkley, Stern Wheeler (Mini)



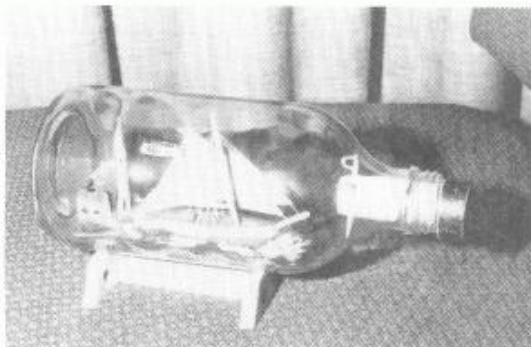
Richard Garrahan, SIDE WHEELER



Richard Garrahan, UNDERWATER WRECK
(in mineral oil)



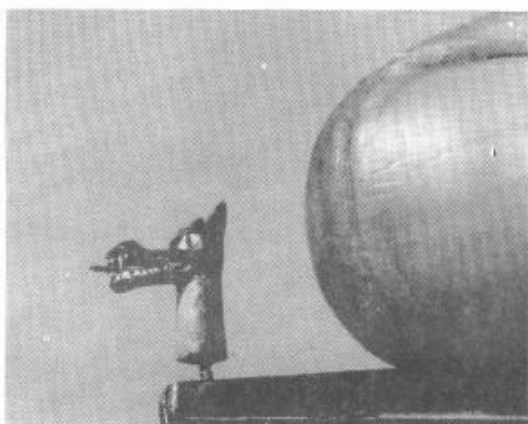
Heiner Sultze, BARQUE



Gaff rigged fishing boat passing lighthouse. Hans Euler, East Germany



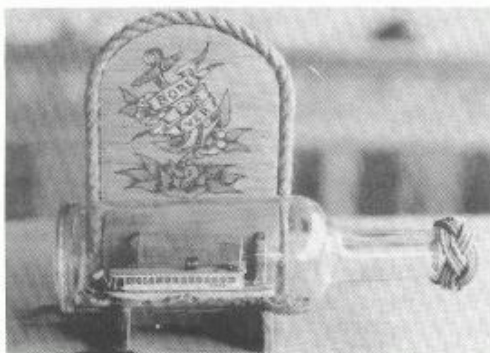
Gaff rigged fishing boat passing lighthouse. Kurt Kollenburg-Thisted, Copenhagen, Denmark



FAFNIR - The figurehead for a "small" Viking ship being made by Ralph Preston, Winooski, VT



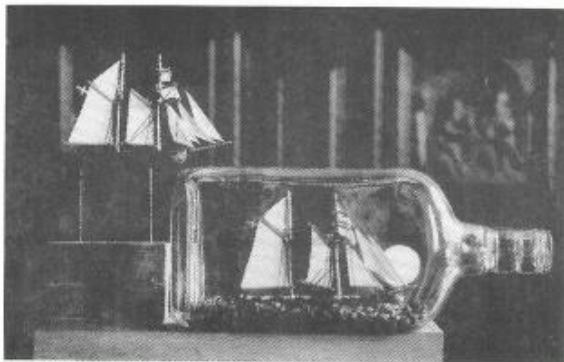
Chief Petty Officer Lee Dezan, shipping over in front of the ship-in-bottle display on board the Star of India, San Diego. Don Hubbard doing the honors.



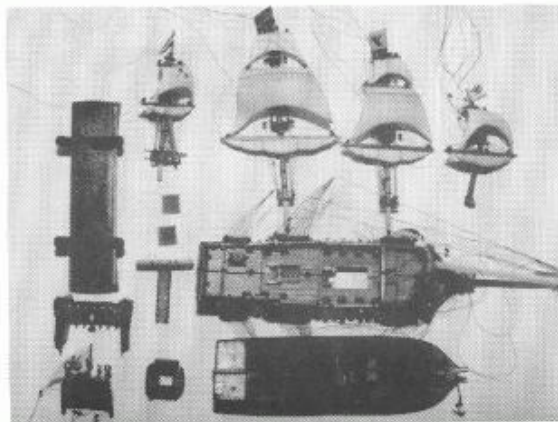
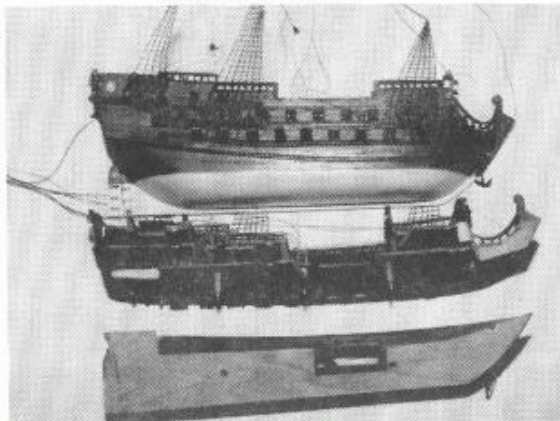
Model by Bjorn Thunberg, Stockholm, Sweden



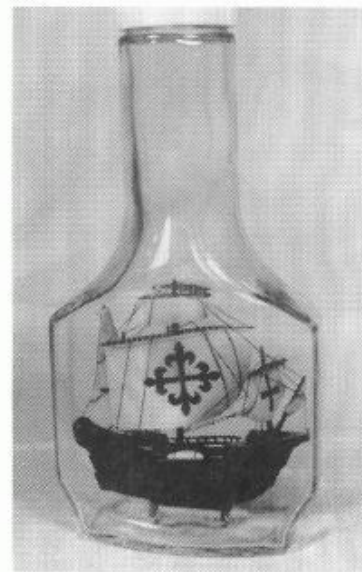
British Watermill belonging to the National Trust. A commission executed by John Burden [PEWSEY, ENGLAND]



Two Topsail Schooners by
Kurt Kollenberg-Thisted
Copenhagen, Denmark



Three photos showing details and the finished model of the
WAPPEN VON HAMBURG, 1669, by Tomozo Kabayama, of Akashi, Japan.



L'AGUA AMAZONE' by
Vincent M. Lizzo, Chicago, IL

